

**Charting the Course to 2025:
The County of York Comprehensive Plan Review
Comprehensive Plan Steering Committee**

Meeting Notice

York County Environmental & Development Services Building
105 Service Drive, Yorktown
Thursday, April 21, 2005
6:00 PM

Agenda

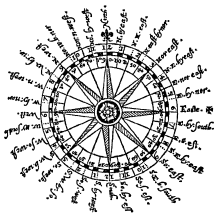
- 1. Call to order**
- 2. Lower County Land Use**

We will continue our review and discussion of the 2025 Land Use map, covering the entire area between the Naval Weapons Station and Tabb.

- 3. Other**
- 4. Adjourn**

Attachments

- Meeting Notes of March 28
- Meeting Notes of April 14



Charting the Course to 2025: The County of York Comprehensive Plan Review Comprehensive Plan Steering Committee

Meeting Notes

York County Environmental and Development Services Building
Multi-Purpose Room
105 Service Drive
Thursday, April 21, 2005
6:00 PM

Members Present: Nick Barba, Ken Bowman, Jack Christie, Jack Davis, Carole Ferro, A. T. Hamilton, Ron Kurz, Carl Loveland, Ralph Smith

Staff Present: Mark Carter, Tim Cross, Amy Parker, Earl Anderson

Chairman Barba called the meeting to order at 6:03 PM.

Mr. Cross stated that the Planning staff had reviewed the current land use designations in the lower County and developed a series of suggested changes for the Steering Committee's consideration. He explained that these proposals represent just the first step in the review and update of the Land Use Map. Mr. Cross added that changes to the land use designations would not necessarily affect the zoning for any piece of property in the County. Once the updated plan is adopted, it will be up to the Board to decide whether or not to amend the Zoning Map.

Mr. Cross then presented the staff's proposed changes to the lower County portion of the Land Use Map. He emphasized that although the *Comprehensive Plan* designations are not meant to be parcel-specific, the display maps being used in the review process depict parcel boundaries. Mr. Cross explained that this is to make the map easier for people to read; the Land Use maps in the final plan will not show parcel boundaries.

The proposed Land Use Map changes described by Mr. Cross are as follows:

- 1. Charles E. Brown Park (1950 Old Williamsburg Road)**
 - Proposed change from High Density Residential to Conservation to reflect the current use of the property as a public park.
- 2. Baptist Road/Spring Road/Boundary Road**
 - Proposed change from High Density Residential to Low Density Residential because of access limitations.
- 3. Kings Court/Hickory Hill**
 - Proposed change from Medium Density Residential to High Density Residential to reflect the current development density of approximately 3.1 units per acre
- 4. Barham Boulevard**
 - Proposed change from Multi-Family Residential to High Density Residential to correct a mapping error

5. Yorktown Middle School/Goosley Road Fire Station

- Proposed change from Multi-Family Residential to Conservation in recognition of the public ownership and the surrounding watershed and National Park Service property, which is also designated Conservation

6. Northwest corner of Falcon Road/Cook Road (501 Cook Road)

- Proposed change from Limited Business to Conservation consistent with the existing designation for the York High School/school bus garage complex (correction of a 1999 mapping error)

7. Route 17 between Battle Road and Cook Road

- Proposed change from General Business on the east side and Medium-Density Residential on the west side to Limited Business on both sides in order to prevent residential driveways on a major arterial road and to provide a greater transition between the more intensive development character of the lower portion of Route 17 and the gateway into the National Park Service property and historic Yorktown.

8. Route 17 corridor

- Proposed changes from commercial to residential and Conservation designations in various locations along the corridor to reflect the intent to limit commercial development in most areas to the frontage parcels unless otherwise noted

9. Southwest quadrant of Route 17/Route 105 intersection

- Proposed change from Conservation, General Business, and Limited Industrial to Multi-Family Residential and General Business to reflect the pending construction of a quadruplex development (The Quarters of York County) and the incompatibility of light industrial development with existing development in the area
- Proposed Mixed Use overlay for the entire intersection, consistent with the current plan, which identifies the entire intersection of Routes 17 and 105 as a potential mixed use area because of its central location at the intersection of two major arterial highways and the proximity of commercial frontage to high-density housing, which creates the potential for a pedestrian-oriented mix of uses anchored by commercial development

10. North side of Fort Eustis Boulevard Extension

- Proposed change from Limited Industrial to Medium Density Residential to establish the extension of Fort Eustis Boulevard, which will be a four-lane divided highway, as the logical dividing line between residential and commercial development

11. South side of Fort Eustis Boulevard Extension

- Proposed change from General Business and Limited Industrial to General Business along the Ft. Eustis Boulevard extension, which will be a greenbelt road with controlled access
- Potential Mixed Use area, as with the other three quadrants of the intersection Route 17/105 intersection

12. Dominion Virginia Power property

- Proposed change from Low Density Residential to General Industrial by shifting the dividing line between the two designations to reflect a more realistic depth of residential development that could be anticipated along Hornsbyville Road

13. Tignor Court (Port Myers)

- Proposed change from Conservation to Low Density Residential to reflect the residential use of the property, which consists of home sites and common area within the Port Myers subdivision (correction of a 1999 mapping error)

14. Southeast quadrant of Route 17/Goodwin Neck Road

- Proposed change from High Density Residential to General Business both to reflect existing development and to recognize the lack of interior access and unsuitability for high-density residential development

15. Natasha House parcel (124 Goodwin Neck Road)

- Proposed change from High Density Residential to Medium Density Residential to reflect the approved use of the site for a transitional home for homeless women and their children and to limit business depth to the existing shopping center parcel

16. 1105 – 1205 Waterview Road

- Proposed change from Limited Business to Low Density Residential to reflect current use of the property (correction of a 1999 mapping error)

17. North Beach Road

- Proposed change from Limited Business to Low Density Residential to reflect current use of the property (correction of a 1999 mapping error)

18. Waterview Road/York River

- Proposed change from Limited Business to Low Density Residential and General Industrial to establish the water intake channel for the power plant as the logical dividing line between the residential and industrial segments of Waterview Road and to recognize the existing General Industrial designation for the adjacent power plant and the oil refinery

19. Miscellaneous waterfront properties

- Proposed change from Low Density Residential to Limited Business to correct 1999 mapping errors that misplaced the dividing line between Limited Business and Low Density Residential designations for various water-oriented businesses (Seaford Scallop, Byrds by the Bay Marina, Dare Marina/Smith Marine Railway, etc.)

20. Businesses along Seaford Road

- Proposed change from Low Density Residential to Limited Business to correct a 1999 mapping error that placed various small neighborhood businesses (including Seaford Country Market and an insurance office) in a residential category

21. Grafton High School/Middle School complex

- Proposed change from Multi-Family Residential to Conservation to reflect public ownership of the property and the abutting Newport News watershed property, which is also designated Conservation

22. Kentucky Heights

- Proposed change from Low Density Residential to Limited Industrial to provide for the planned future extension of Newport News/Williamsburg Airport Runway 2-20
- Potential realignment of Oriana Road west of Harwoods Mill Reservoir to accommodate the runway extension and provide a possible connection with the planned signalized intersection of Denbigh Boulevard and Independence Boulevard (the spine road through Lakewood Village, which may be extended to Richneck Road, thus providing for a continuous corridor from Route 17 to Ft. Eustis Boulevard that could divert significant amounts of traffic off of both of these congested highways

23. Homes along Seaford Road

- Proposed change from Limited Business to Low Density Residential to correct a 1999 mapping error that placed several homes in a commercial category

24. York Point/Baytree Beach

- Proposed change from Low Density Residential to Conservation to protect this environmentally fragile area (wetlands, high water table, Chesapeake Bay area) – which is located in the flood plain and the storm surge area for a Category 1 storm – from the adverse impacts of indiscriminate development and to recognize that the only means of ingress and egress is Seaford Road

25. Dare Professional Park

- Proposed change from Medium Density Residential to Limited Business with a Mixed Use overlay to remove the inappropriate residential designation for the Dare Professional Park, provide for a well-designed transition between more intensive commercial development along Route 17 to the west and residential development to the east, and recognize the potential for Mixed Use development on the property bounded by Grafton Branch subdivision, Route 17, Wolftrap Road, and Dare Road, much of which is under single ownership, which creates opportunities for some type of master planned development

26. Denbigh Boulevard/Newport News city line

- Proposed addition of a Mixed Use overlay over the existing High Density Residential and General Business designations between Denbigh Boulevard and the Newport News Waterworks property to recognize the opportunity for a mixed-use neo-traditional or “traditional neighborhood development” (TND), as proposed by the developer of the adjacent Lakewood Village
- Designation of a potential future road corridor connecting Denbigh Boulevard to Ft. Eustis Boulevard via Richneck Road

27. Lee’s Village

- Proposed change from General Business to Medium Density Residential to reflect existing residential use

28. Carraway Terrace

- Proposed change from General Business to Medium Density Residential to reflect existing residential use

29. Mill Farm/Cardinal Lane/Yorkshire

- Proposed change from General Business to Medium Density Residential to reflect existing residential use

30. Newport News Waterworks parcel at the end of Darby Road

- Proposed change from Medium Density Residential to Conservation in recognition of Newport News Waterworks ownership

31. Kiln Creek park

- Proposed change from Medium Density Residential to Conservation to reflect the property's use as a public park

32. Wal-Mart parcel

- Proposed change from Medium Density Residential to General Business to reflect the property's current use

33. Keener-Cupp-Berrane et al property

- Proposed addition of a Mixed Use overlay designation (with underlying Economic Opportunity and General Business designations, as in the current plan) over a large area extending from the end of Commonwealth Drive all the way to Route 17 in recognition of

the opportunity for some type of master-planned business park that could also include a residential component

34. York Meadows parcels

- Proposed change from General Business to High Density Residential to reflect the development of York Meadows subdivision

35. Planned Developments (Coventry, Kiln Creek, Yorkshire Downs, Meadowlake Farms)

- Proposed change from Multi-Family Residential – and, in the case of the Oakwood subdivision, Medium-Density Residential – to High Density Residential to reflect the *overall* density of each Planned Development rather than the particular housing density of individual areas within it

36. Rodgers A. Smith Boat Landing

- Proposed change from Low Density Residential to Conservation to reflect the property's use as a public boat ramp

37. Route 134/Big Bethel Road

- Proposed reduction of the existing General Business node to exclude existing residential development and to reduce the commercial frontage along Route 134 and Big Bethel, consistent with the "nodal development" concept in terms of preventing strip commercial development
- Proposed change from High Density Residential to General Business for the property on the south side of Route 134 between the Stor Moore mini-storage warehouse facility and the Belmont Apartments entrance, where residential development would not be feasible or desirable

38. Bethel Manor

- Proposed change from Multi-Family Residential to Military for consistency with designation of other military facilities in the County

Mr. Davis expressed concern about the possible reduction in property values that could result from changing the land use designation. He noted that this could open the County up to lawsuits from property owners on the grounds of an unconstitutional taking of property without just compensation. Mr. Carter responded that changes to the land use designation would not affect property values unless and until they are implemented through zoning changes. He added that mere diminution of property values caused by a change in zoning would not necessarily constitute a legislative taking. The important thing, he stressed, is to have good reasons justifying whatever changes are made.

Mr. Bowman asked about the impact of the proposed Conservation designation for the York Point/Baytree Beach area. Mr. Cross responded that the RC (Resource Conservation) zoning that would correspond with the proposed Conservation designation allows for an extremely low density of one unit per five (5) acres; the RR (Rural Residential) zoning that would correspond with the existing Low Density Residential designation allows for a housing density of one unit per acre. He added that since much of the land affected by the proposed change is already zoned RC or has already been developed, the impact on property owners would be less than it might appear.

Ms. Ferro asked about the possibility of designating all of Route 17 as a greenbelt road to ensure that all new development will be well landscaped. Mr. Carter responded that such a designation could be considered, but he noted that one drawback would be the lack of depth of many of the Route 17 parcels, which could preclude the retention or establishment of a buffer of 35' or more. Currently, he added, the standard 20' front landscape yard requirement would apply to such properties. Mr. Barba added that the Route 17 Revitalization Committee is taking the op-

posite approach to improving the aesthetic appeal of the corridor by advocating a relaxing of some of the zoning standards in certain cases in order to spur redevelopment of existing non-conforming sites.

Mr. Kurz noted the existing Conservation designation for the Newport News Waterworks property that the County plans to lease for the purpose of developing athletic fields. He asked about the development plans for this property and whether or not they would be consistent with the Conservation designation. In response, Mr. Christie gave an overview of the facilities that would be included as part of the athletic field complex. He noted that a site plan has not been prepared yet. Mr. Cross added that all County parks and recreational facilities are designated Conservation.

Mr. Barba noted that the staff and Steering Committee had received an email message from Jack Hamilton, a Banbury Cross resident, expressing opposition to the staff's proposed changes to the land use designations on the east side of the Interstate 64 Lightfoot interchange. In the email Mr. Hamilton also expressed his displeasure that at the April 14 meeting the staff did not present the land use changes to this area proposed by a number of Skimino residents. Mr. Carter explained that the staff did not feel the need to do so since the Steering Committee had already heard the Skimino residents' recommendation at both its February 24 meeting and the October 12, 2004 Neighborhood Open House. Nevertheless, to ensure that the Committee is fully aware of the various proposals that have been advanced for this area of the County, Mr. Carter presented the Skimino residents' recommendation that no commercial development be permitted on the east side of the interchange. He also presented the proposal put forth by the Williamsburg Pottery Factory, which owns some of the property in question and has requested that the depth of the commercial node from Newman Road and Fenton Mill Road be increased. Maps of the various proposals were distributed, and Mr. Cross briefly summarized the staff's proposal to shift the commercial node further to the south, away from residentially developed properties, and change the designation from General Business to Limited Business, which is specifically intended for less intensive commercial activities oriented toward serving the needs of a local market. He added that the area has potential for some type of mixed-use development. Mr. Davis noted the long history of commercial zoning in this area and commented that to eliminate it would greatly reduce the property's value. Mr. Carter added that the identification of this as a potential mixed-use area was intended not to allow large-scale commercial development but to recognize the need for a master-planned development encompassing the entire acreage, which is undeveloped.

Mr. Carter urged the Committee to carefully consider the land use map and the various changes that have been presented. He stated that the Committee would have an opportunity to discuss each of them in detail at a future meeting, which would likely be in early or mid-May.

Chairman Barba reminded everyone that the next meeting would be at 6:00 PM on Tuesday, April 26 in the Environmental and Development Services Building Multi-Purpose Room and that the main topic for discussion would be historic resources. Mr. Cross added that representatives of the Williamsburg Land Conservancy would make a short presentation to the Steering Committee.

The meeting was adjourned at 7:30 PM.

TCC